

RAILROADS.

LOCAL TIME TABLES.

Station	Arrive	Depart
Fort Worth and Ft. Worth	7:30 a. m.	7:35 a. m.
Fort Worth and New Orleans	8:30 a. m.	8:40 a. m.
Fort Worth and Chicago	10:30 a. m.	10:40 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

Station	Arrive	Depart
Fort Worth and St. Louis	11:40 p. m.	11:45 p. m.
Fort Worth and Chicago	7:30 a. m.	7:35 a. m.
Fort Worth and Dallas	11:35 a. m.	11:45 a. m.
Fort Worth and St. Louis	4:30 p. m.	4:40 p. m.

THE RAILROAD CLUB.

The Preparations for Opening the Clubrooms.

A RECEPTION IS THE THING.

A New Official—Trains to the Fair—New Grain Rates—The Trinity, Cameron and Western—The Transcontinental Association.

New Grain Rates.

Effective at once, the following new grain rates from Texas common points to St. Louis, will apply via all lines, the figures being in cents per 100 pounds in carload lots.

A New Official.

The following circular has been issued by the Missouri, Kansas and Texas railway board of directors:

OFFICE OF CHAIRMAN OF THE BOARD.

MISSOURI, KANSAS AND TEXAS RAILWAY COMPANY.

Trinity, Cameron and Western.

The Trinity, Cameron and Western railway board of directors, having received from the Missouri, Kansas and Texas railway board of directors, the following circular:

The Transcontinental Association.

New York, Oct. 16.—The Transcontinental railway association met again at the Windsor hotel this morning, having late on Thursday afternoon, adjourned until this morning.

Trains to the Fair.

Commencing to-day trains will run by the Texas and Pacific between Fort Worth and Dallas account of Dallas fair as follows:

Station	Arrive	Depart
Fort Worth	7:30 a. m.	7:35 a. m.
Dallas	11:35 a. m.	11:45 a. m.
Fort Worth	4:30 p. m.	4:40 p. m.
Dallas	7:30 p. m.	7:35 p. m.

Station	Arrive	Depart
Fort Worth	7:30 a. m.	7:35 a. m.
Dallas	11:35 a. m.	11:45 a. m.
Fort Worth	4:30 p. m.	4:40 p. m.
Dallas	7:30 p. m.	7:35 p. m.

Station	Arrive	Depart
Fort Worth	7:30 a. m.	7:35 a. m.
Dallas	11:35 a. m.	11:45 a. m.
Fort Worth	4:30 p. m.	4:40 p. m.
Dallas	7:30 p. m.	7:35 p. m.

Station	Arrive	Depart
Fort Worth	7:30 a. m.	7:35 a. m.
Dallas	11:35 a. m.	11:45 a. m.
Fort Worth	4:30 p. m.	4:40 p. m.
Dallas	7:30 p. m.	7:35 p. m.

Station	Arrive	Depart
Fort Worth	7:30 a. m.	7:35 a. m.
Dallas	11:35 a. m.	11:45 a. m.
Fort Worth	4:30 p. m.	4:40 p. m.
Dallas	7:30 p. m.	7:35 p. m.

Station	Arrive	Depart
Fort Worth	7:30 a. m.	7:35 a. m.
Dallas	11:35 a. m.	11:45 a. m.
Fort Worth	4:30 p. m.	4:40 p. m.
Dallas	7:30 p. m.	7:35 p. m.

Station	Arrive	Depart
Fort Worth	7:30 a. m.	7:35 a. m.
Dallas	11:35 a. m.	11:45 a. m.
Fort Worth	4:30 p. m.	4:40 p. m.
Dallas	7:30 p. m.	7:35 p. m.

Station	Arrive	Depart
Fort Worth	7:30 a. m.	7:35 a. m.
Dallas	11:35 a. m.	11:45 a. m.
Fort Worth	4:30 p. m.	4:40 p. m.
Dallas	7:30 p. m.	7:35 p. m.

Station	Arrive	Depart
Fort Worth	7:30 a. m.	7:35 a. m.
Dallas	11:35 a. m.	11:45 a. m.
Fort Worth	4:30 p. m.	4:40 p. m.
Dallas	7:30 p. m.	7:35 p. m.

Station	Arrive	Depart
Fort Worth	7:30 a. m.	7:35 a. m.
Dallas	11:35 a. m.	11:45 a. m.
Fort Worth	4:30 p. m.	4:40 p. m.
Dallas	7:30 p. m.	7:35 p. m.

Station	Arrive	Depart
Fort Worth	7:30 a. m.	7:35 a. m.
Dallas	11:35 a. m.	11:45 a. m.
Fort Worth	4:30 p. m.	4:40 p. m.
Dallas	7:30 p. m.	7:35 p. m.

AN ENTIRE BLOCK.

Succumbs to the Cravings of the Fiery Demon.

POOR WATER PRESSURE.

At the Outset Results in Five Dwellings Being Razed that Should be Standing To-Day—Notes Gathered During the Conflagration.

Last night at 10:50 the fire department was called to corner Rusk and Fourth streets, where the extensive livery stables and carriage and feed sheds of the Marlow Bros. were on fire.

The department was out in an extraordinarily short time and had several lines of hose run, while the two engines were sending sparks heavenward before the hose carted and the firemen were at the nozzle end yelling, "Water!"

Notwithstanding this unexcelled work of the firemen, the streams coming from the plugs would not reach the eaves of a one-story house.

All this while the flames were viciously eating away at the tempting morsel before them, and had enveloped the entire livery department and sheds.

The engineers of the two engines gave the signal that all was ready, and a cheer went up from the firemen, and in a few minutes the streams were playing on the livery stable on the south portion of the block, while the entire block was surrounded by numerous weaker streams from the water plugs in the vicinity.

On the north side of the block, fronting Third street, were five dwelling houses, their rear extending to the narrow alley between the carriage sheds and the street.

The stables and shed were the property of the Marlow Bros., proprietors of the livery stable on the south side of the block, which covered about 5,000 feet, which was run by Bowles & Co.

The buildings of Mr. Tierney were insured, but to what extent could not be learned last night.

It is claimed that the man in charge of the stables at night had refused to permit a fire to be kept in the stables, and that they had some words. In a short time the watchman or man in charge was called away for some purpose.

The fire was the hottest, the boys had to contend with in many a day, there being no walls to protect them, everything being open to the street.

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

The fire was the hottest, the boys had to contend with in many a day, there being no walls to protect them, everything being open to the street.

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

The fire was the hottest, the boys had to contend with in many a day, there being no walls to protect them, everything being open to the street.

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

The fire was the hottest, the boys had to contend with in many a day, there being no walls to protect them, everything being open to the street.

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

AN ENTIRE BLOCK.

Succumbs to the Cravings of the Fiery Demon.

POOR WATER PRESSURE.

At the Outset Results in Five Dwellings Being Razed that Should be Standing To-Day—Notes Gathered During the Conflagration.

Last night at 10:50 the fire department was called to corner Rusk and Fourth streets, where the extensive livery stables and carriage and feed sheds of the Marlow Bros. were on fire.

The department was out in an extraordinarily short time and had several lines of hose run, while the two engines were sending sparks heavenward before the hose carted and the firemen were at the nozzle end yelling, "Water!"

Notwithstanding this unexcelled work of the firemen, the streams coming from the plugs would not reach the eaves of a one-story house.

All this while the flames were viciously eating away at the tempting morsel before them, and had enveloped the entire livery department and sheds.

The engineers of the two engines gave the signal that all was ready, and a cheer went up from the firemen, and in a few minutes the streams were playing on the livery stable on the south portion of the block, while the entire block was surrounded by numerous weaker streams from the water plugs in the vicinity.

On the north side of the block, fronting Third street, were five dwelling houses, their rear extending to the narrow alley between the carriage sheds and the street.

The stables and shed were the property of the Marlow Bros., proprietors of the livery stable on the south side of the block, which covered about 5,000 feet, which was run by Bowles & Co.

The buildings of Mr. Tierney were insured, but to what extent could not be learned last night.

It is claimed that the man in charge of the stables at night had refused to permit a fire to be kept in the stables, and that they had some words. In a short time the watchman or man in charge was called away for some purpose.

The fire was the hottest, the boys had to contend with in many a day, there being no walls to protect them, everything being open to the street.

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

The fire was the hottest, the boys had to contend with in many a day, there being no walls to protect them, everything being open to the street.

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

The fire was the hottest, the boys had to contend with in many a day, there being no walls to protect them, everything being open to the street.

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

The fire was the hottest, the boys had to contend with in many a day, there being no walls to protect them, everything being open to the street.

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

AN ENTIRE BLOCK.

Succumbs to the Cravings of the Fiery Demon.

POOR WATER PRESSURE.

At the Outset Results in Five Dwellings Being Razed that Should be Standing To-Day—Notes Gathered During the Conflagration.

Last night at 10:50 the fire department was called to corner Rusk and Fourth streets, where the extensive livery stables and carriage and feed sheds of the Marlow Bros. were on fire.

The department was out in an extraordinarily short time and had several lines of hose run, while the two engines were sending sparks heavenward before the hose carted and the firemen were at the nozzle end yelling, "Water!"

Notwithstanding this unexcelled work of the firemen, the streams coming from the plugs would not reach the eaves of a one-story house.

All this while the flames were viciously eating away at the tempting morsel before them, and had enveloped the entire livery department and sheds.

The engineers of the two engines gave the signal that all was ready, and a cheer went up from the firemen, and in a few minutes the streams were playing on the livery stable on the south portion of the block, while the entire block was surrounded by numerous weaker streams from the water plugs in the vicinity.

On the north side of the block, fronting Third street, were five dwelling houses, their rear extending to the narrow alley between the carriage sheds and the street.

The stables and shed were the property of the Marlow Bros., proprietors of the livery stable on the south side of the block, which covered about 5,000 feet, which was run by Bowles & Co.

The buildings of Mr. Tierney were insured, but to what extent could not be learned last night.

It is claimed that the man in charge of the stables at night had refused to permit a fire to be kept in the stables, and that they had some words. In a short time the watchman or man in charge was called away for some purpose.

The fire was the hottest, the boys had to contend with in many a day, there being no walls to protect them, everything being open to the street.

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

The fire was the hottest, the boys had to contend with in many a day, there being no walls to protect them, everything being open to the street.

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

The fire was the hottest, the boys had to contend with in many a day, there being no walls to protect them, everything being open to the street.

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

The fire was the hottest, the boys had to contend with in many a day, there being no walls to protect them, everything being open to the street.

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

ETHICS, YOU KNOW.

THE DOCTORS STAND ON THEIR PARTICULAR DIGNITY.

A Physician of the American Navy Appointed by Secretary Tracy Denied a Seat in the Pan-American Congress.

St. Louis, Mo., Oct. 16.—A disturbance occurred last night in the Pan-American congress committee on permanent organization, compared with which the recent breach among the physicians of the Mississippi valley association pales into insignificance. The cause of the trouble was the snubbing of Dr. Howard E. Ames, who was delegated to represent the navy department by Secretary Tracy.

The American medical association had appointed Dr. A. L. Ghion to represent the medical department of the United States navy, but owing to the fact that Dr. Ghion was extremely busy Secretary Tracy sent Dr. Ames in his stead.

This did not suit the officers of the congress, who declined to accept Dr. Ames unless he came under the head of the proxy for Dr. Ghion. This the doctor refused to do and the consequence was that he was entirely ignored on all questions that came up for discussion and settlement.

At the session last evening Dr. Ames, smarting under this seeming affront offered the navy department, obtained permission to address the committee and unknown to the fact that he had been harbored for two days. He had come here, he said, under orders of the secretary of the navy, presented his credentials and had been informed that he would be received simply as an outsider and would not be permitted to take part in the various questions brought before the committee.

He had waited patiently, hoping some members of the committee would see the inconsistency of such procedure, but to his surprise and indignation, he still found himself nothing but a spectator. "Before withdrawing," said Dr. Ames, "I wish to express my indignity, this slight upon my commander-in-chief, the secretary of the navy. These indignities cannot be allowed to pass unnoted."

If the committee has the power to select an officer it has the power to accept my credentials. I am not here to plead the case, but in denunciation of a wrong. I shall report the facts to the department and order me with its trust to fill a place of your own selection, to which I was sent at your own request, and by your action you repudiate this conduct."

Dr. J. B. Hamilton of Chicago moved the acceptance of Dr. Ames as a proxy for Dr. Ghion, but this Dr. Ames refused to accept, saying he did not care as far as he was concerned, but he would not be a proxy for Dr. Ghion. Far from an insult being put upon the secretary of the navy, Dr. Ames declined to think that the affront had been placed upon the American medical association in disregarding the request of Dr. Ghion."

"CAPT. DICK" BUNCH.

This notorious character was in the city Wednesday night—A Cabman's Story.

Everybody in Texas is familiar with the name of "Capt. Dick" Bunch. He has the reputation of being the leader of the numerous train robberies that have occurred in many parts of Texas during the train-robbery rage of last year and the year previous, and to-day there is a reward of \$10,000 offered for his capture. Many reports have been printed of his capture, and even of his death, but he was in Fort Worth in the flesh and enjoying good health on last Wednesday night.

On the evening mentioned about 9 o'clock a GAZETTE man happened to be picking the hack stand in